

AC 4486(2) MANCHESTER



PORT OF MANCHESTER

ANNUAL REPORT

OF THE

Medical Officer of Health

TO THE

PORT HEALTH AUTHORITY

1946

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Port of Manchester Health Authority.

Report by the Medical Officer of Health to the
CHAIRMAN AND MEMBERS OF THE PORT HEALTH
AUTHORITY

I have the honour to present the Annual Report on the work of Port Health Administration in the Port of Manchester during the year 1946, in accordance with Article 17(5) of the Sanitary Officers (Outside London) Regulations, 1935.

The assistance of the staff of the Manchester Ship Canal Co., Officers of H. M. Customs and of the Ministry of Food, which has continued throughout the year, is gratefully acknowledged as an important factor in the success of port health administration.

Staff changes during the year have resulted in the retirement of two of your Inspectors, Messrs. Richmond and Almond after 43 and 36 years service respectively during which they maintained a high standard of efficiency and loyalty.

This report is presented in the form desired by the Minister of Health and the statistical information is arranged in the form and sequence indicated in the Appendix to Memo. 302/S.A. of the Ministry dated December, 1946.

E. H. WALKER,

Medical Officer of Health.

Members of Port Health Authority.

The membership of the Authority for the year was as follows :—

Alderman Sir Thomas Robinson, Kt., K.B.E., J.P., Borough of Stretford,
(Chairman)

Alderman T. H. Hinchcliffe ...
(Deputy Chairman) Retired December, 1946,

Councillor W. Somerville, J.P.

Councillor S. H. Hitchbun ...

Councillor J. Owen ...
succeeded in November,
1946, by Alderman A. James

Manchester.

Alderman W. S. Roberts, J.P.

Councillor W. W. Crabtree

Councillor G. Fearnehough ...

Councillor G. H. Goulden ...

Salford.

Alderman A. A. J. Trippier ...

Borough of Eccles
Irlam U. D.
Urmston U.D.

Councillor T. Ashley, J.P. ...

succeeded in September, 1946
by Councillor H. T. Nicholls

Lymm U.D. Runcorn U.D.
Runcorn R.D. Bucklow R.D.

Alderman D. Plinston ...

Alderman G. H. Davies, J.P.

Warrington C.B. and R.D.
Borough of Widnes.
Borough of Bebington.
Ellesmere Port U.D.

Officials of the Authority :—

Clerk to the Authority :

A. H. Flint, Solicitor, Bexley Square, Salford, 3.

Telephone : BLAckfriars 9214.

Medical Officer of Health :

E. H. Walker, M.B., D.P.H.

Telephones : Office, TRAfford Park 1714. Residence, LONgford 1700.

Telegrams : " Portelth," Manchester.

Deputy Medical Officer of Health :

V. Newton, M.R.C.S., D.P.H.

Telephone : BLAckfriars 7852.

Food Inspectors :

J. Almond, Certified Sanitary Inspector. Certified Meat and Food Inspector. (Retired September, 1946.)

G. Whalley, Certified Sanitary Inspector. Certified Meat and Food Inspector.

Sanitary Inspectors :

W. Richmond, Certified Sanitary Inspector. (Retired September, 1946)

W. H. Jennings, Certified Sanitary Inspector. Certified Meat and Food Inspector. (Appointed Food Inspector, October, 1946.)

W. Schofield, Master Mariner.

G. E. Stanley, Certified Sanitary Inspector. Certified Meat and Food Inspector. Master Mariner. (Appointed October, 1946.)

Medical Officer's Clerks :

T. A. Buckley. Certified Sanitary Inspector.

R. Egan.

Motor Boat Engineer : R. C. Ashton.

Ratcatcher : J. Richards.

Offices :

168, Trafford Road, Salford, 5. Telephone : TRAfford Park 1714.

67, Langdale Road, Runcorn. Telephone : Runcorn 2919.

I.—AMOUNT OF SHIPPING ENTERING THE PORT DURING THE YEAR (1946)

Table A.

		Number	Tonnage	Number inspected		Number reported to be defective	Number of vessels on which defects were remedied	No. of Vessels on which defects were found and reported to Ministry of Transport Surveyors.	Number of vessels reported as having or having had, during the voyage infectious disease on board
Foreign	Steamers	716	1,258,148	74*	621	262	205	8	4
	Motor	253	646,594						
	Sailing	—	—						
	Fishing	—	—						
	Total Foreign	969	1,904,742	74	621	262	205	8	4
Coastwise	Steamers	791	427,071	—	597	254	155	1	—
	Motor	324	73,001						
	Sailing	1	106						
	Fishing	—	—						
	Total Coastwise	1,116	500,178	—	597	254	155	1	—
Total Foreign and Coastwise		2,085	2,404,920	74	1,218	516	360	9	4

* Inspected by Boarding Medical Officer, Liverpool.

This Table is compiled from information kindly supplied by H.M. Collector of Customs.

II.—CHARACTER OF TRADE OF PORT

TABLE B.

(A) Passenger Traffic during 1946 : Inwards 950: Outwards 697.

(Class of Passenger not recorded.)

(B) and (C) The list of Foreign Ports trading regularly with the Port of Manchester has been omitted this year as the normal trade has not been fully resumed.

MEDICAL INSPECTION OF ALIENS.

Manchester is not an Approved Port for the landing of Aliens.

III.—WATER SUPPLY

(From information kindly supplied by the Traffic Superintendent of the Manchester Ship Canal Company.)

(1) Source of Supply for

(a) the Port.

(b) Shipping.

Fresh water can be obtained by vessels at the Manchester Docks, at various wharves between Mode Wheel and Barton, Partington Coal Basin, Latchford Locks, Warrington Lay-Bye, Runcorn Lay-Bye, Runcorn Docks, Weston Point Docks, Stanlow Lay-Bye, Stanlow Oil Dock, Ellesmere Port Docks, and Eastham Locks, the sources of supply being from Corporation, etc., mains as detailed in previous reports.

(2) No samples of water were taken from vessels for chemical analysis or bacteriological examination.

(3) Number of water boats : Nil.

IV.—PORT HEALTH REGULATIONS, 1933 and 1945

Declarations of Health are supplied to Masters of vessels by officers of H. M. Customs and Inspectors of the Port Health Authority. During the year 320 Declarations of Health were received.

Treatment of Venereal Disease.

There was a reduction in the number of patients attending Salford Treatment Centre during the year as compared with the war-time attendances.

Pamphlets giving information of local treatment centres have continued to be distributed and Posters displayed around the Dock Premises.

The following information as to the treatment of seamen in the Port suffering from Venereal Disease is supplied by the Medical Officer of the Salford Treatment Centre, which is the nearest Treatment Centre to the Docks.

					British Seamen	Foreign Seamen
Patients with—						
Syphilis	...	...	...	...	10	4
Soft Chancre	...	...	...	...	12	4
Gonorrhoea	...	...	...	...	52	42
Conditions other than Venereal	...			...	92	40
Total					166	90
Total No. of Attendances						
of Patients	...	...	...	...	883	422
Arseneobenzene Injections...					100	23
Bismuth Injections	...	...	...	...	116	44

Number of crews of various Nationalities on vessels inspected during the year :—

British—

Europeans	...	...	...	...	...	...	19,780
Lascars	...	...	...	...	...	...	1,037
Chinese	...	...	...	...	...	...	335
							<hr/>
							21,152
American (U.S.)	...	...	...	...	...	...	1,359
Belgian	...	...	...	...	...	...	36
Danish	...	...	...	...	...	...	591
Dutch	...	...	...	...	...	...	611
Eireann	...	...	...	...	...	...	194
Esthonian	...	...	...	...	...	...	12
Finnish	...	...	...	...	...	...	52
French	...	...	...	...	...	...	523
Greek	...	...	...	...	...	...	129
Norwegian	...	...	...	...	...	...	1,780
Panamanian	...	...	...	...	...	...	298
Polish	...	...	...	...	...	...	24
Spanish	...	...	...	...	...	...	36
Russian	...	...	...	...	...	...	142
Swedish	...	...	...	...	...	...	2,380
							<hr/>
Total	...	...	...	...	...	...	29,319

TABLE C.

Cases of Infectious Sickness on Vessels in the Port

Disease	No. of Cases during 1946					No. of vessels concerned	Average No. of cases for previous 5 years		
	Passengers		Crew						
*Malaria	—	...	1	...	1	...	4.0

* Left the Vessel to attend Hospital in London.

TABLE D

Cases of Infectious Sickness occurring on Vessels during the Voyage but disposed of prior to arrival in Manchester.

Disease		No. of Cases during 1946						Average No. of cases for previous 5 years	
		Passengers			Crew				No. of vessels concerned
†Malaria	—	...	1	...	1	...		52.6
*Pneumonia	—	...	2	...	2	...	4.6

†Removed to Hospital at Curacao.

*One case received medical treatment at Boston, and the other was removed to Hospital at Takoradi.

No cases of plague, yellow fever or typhus fever occurred and no plague-infected rats were found on vessels within the Port during 1946. Only two cases of malaria had occurred on vessels arriving in the Port.

V.—MEASURES AGAINST RODENTS.

Measures for the detection of rodent plague, the detection of rat prevalence in ships and on shore, the prevention of the passage of rats between ships and the shore, and the deratisation of ships and of premises in the vicinity of docks or quays, have continued on the lines detailed in previous reports.

There were 801 “ rat inspections ” made during the year, 255 by Inspectors at the Eastham end of the Port, and 546 by the Inspectors at the Manchester end.

453 ships were found without ratguards in position. Difficulty was encountered in obtaining supplies of ratguards and resort had to be made to tarring the mooring lines. 238 revisits were made to note if ratguards had been fitted following instructions from the Inspectors.

A further 319 revisits were made in respect of applications for Deratisation Exemption Certificates and to supervise and follow up fumigations before issuing Deratisation Certificates.

RATCATCHER'S WORK.

The Authority's ratcatcher is employed in searching vessels for evidence of rodents, in estimating the number of rats present on each vessel and in rodent control whilst the vessel is in port. All rats caught are destroyed and specimens are submitted to the Public Health Laboratory for examination. 47 rats were forwarded for examination during the year, but no plague infection was discovered.

Cage traps were laid on 49 vessels during the year. Daily visits were made with the following results:—

Rats caught by trapping :—

Brown	...	116
Black	...	224
		<hr/>
		340

Rats caught by post-baiting	510
following fumigations.	21
	<hr/>
	361

Vessels visited	...	154
Revisits	...	390
		<hr/>
		544
		<hr/>

During the year there was a decrease in the number of rats destroyed on shipboard. The total number obtained from ships was 1,306 as against 1,403 in 1945, 1,590 in 1944, 1,610 in 1943, and 1,954 in 1942.

From Dock Premises the number obtained by the ratcatcher employed by the Manchester Ship Canal Co. was 1,511. In addition to the use of traps and ferrets, the Company's ratcatcher is also using a gas gun and working the pre-baiting system. It will therefore be appreciated that the figure of 1,511 rats caught does not fully reveal the measure of success achieved. Another 12 rats were caught on the Dock Premises by the Authority's Ratcatcher.

On vessels in docks, trapping accounted for 423 rats, 161 of which were from ships arriving from Infected Ports. 862 rats were destroyed as a result of the 30 fumigations carried out during the year, as compared with 900 rats destroyed by 37 fumigations in 1945.

In compliance with a Resolution of the Association of Port Health Authorities post-baiting was carried out after ship fumigations whenever possible. By this system, 21 rats were destroyed on 13 vessels. All these vessels had been previously fumigated with Hydrogen Cyanide. Post-baiting was limited owing to the absence on sick leave of the ratcatcher.

Ships from infected ports have received special attention. 161 rats were trapped (see Table G) and daily care was exercised to prevent passage of rodents between ships and shore.

The decrease in the number of rats caught is partly accounted for by the absence of the ratcatcher owing to sickness. A considerable number of the vessels were newly built and the construction and cargoes were not so conducive to rat habourage as in pre-war years.

OTHER RODENT CONTROL MEASURES.

I should like to acknowledge the ready co-operation of Mr. E. Tuft, Chief Sanitary Inspector, Ellesmere Port, in the control of rodent infestation on premises abutting the canal within his jurisdiction.

65 rats and 28 mice were caught at the Ellsmere port section of the of the Canal by the pre-baiting system. In accordance with the Ministry of Food formula a kill of 170 rats was estimated.

An additional 120 rats were trapped on property owned by the Weaver Navigation Trustees at Runcorn and Weston Point. 52 of these rats were trapped by the Dock Manager and 68 rats by your motor boat engineer, who has taken a keen interest in rodent control measures.

One Shipping Company whose vessels regularly visited this port employed a private ratcatcher during the last six months of the year. Traps and poison baits were laid on their vessels whilst in Manchester and 83 rats were destroyed. The employment of this ratcatcher is an effective effort to reduce the rat population to a minimum and splendid co-operation exists in the matter of rat destruction with this Company.

RATS DESTROYED DURING 1946.

Table E.—(1) On Vessels.

Number of Rats	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total in year
Black	—	—	—	1	3	—	—	—	13	4	65	138	224
Brown	25	—	—	9	14	—	—	—	10	19	34	5	116
*Species not recorded ...	110	—	45	16	309	—	154	41	72	11	61	43	862
Examined	2	—	—	2	2	—	—	—	3	3	2	3	17
Infected with plague ...	—	—	—	—	—	—	—	—	—	—	—	—	—

*These rats were picked up after fumigations.

Table F.—(2) In Docks, Quays, Wharves and Warehouses.

Number of Rats	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total in year
Species not recorded ...	147	125	149	125	142	132	122	110	116	113	120	122	1523†
Examined	—	4	3	2	5	4	2	3	2	3	1	1	30
Infected with Plague ...	—	—	—	—	—	—	—	—	—	—	—	—	—

† Includes 12 rats caught by the Authority's Ratcatcher.

RAT INFESTED SHIPS WITH VALID CERTIFICATES.

Details of fifteen vessels found to be heavily or moderately infested and in possession of valid certificates.

No.	Date of Inspection	Particulars of Current Certificate	Rats destroyed in Manchester		
			Traps	Fumigation	Post Baiting
From Infected Ports :—					
1	17-5-46	13th February, 1946. Exemption Certificate.	*—	226	—
2	27-8-46	19th August, 1946. Exemption Certificate.	—	11	—
3	2-10-46	8th May, 1946. Deratisation by fumigation.	—	—	—
				(Vessel lying at Ellesmere Port : fumigated on arrival at Liverpool).	
4	16-12-46	20th July, 1946. Exemption Certificate.	124	5	—
5	27-12-46	18th October, 1946. Deratisation by fumigation.	15	—	—
*Ratcatcher absent on Sick Leave.					
From Non-Infected Ports :—					
6	13-3-46	5th February, 1946. Exemption Certificate.	—	12	—
7	3-4-46	14th February, 1946. Exemption Certificate.	10	—	—
8	13-4-46	18th February, 1946. Exemption Certificate.	—	16	12
9	15-8-46	22nd May, 1946. Exemption Certificate.	—	14	—
10	2-9-46	3rd June, 1946. Exemption Certificate.	—	57	—
11	14-10-46	21st June, 1946. Exemption Certificate.		(Vessel lying at Ellesmere Port).	
12	28-10-46	12th May, 1946. Deratisation by fumigation.	9	48	—
13	15-11-46	31st August, 1946. Deratisation by fumigation.	54	23	—
14	19-11-46	10th October, 1946. Exemption Certificate.	35	—	—
15	22-11-46	18th July, 1946. Exemption Certificate.	20	—	—

It was not possible to carry out post-baiting in all instances as some vessels sailed shortly after fumigation.

Table G.—Particulars Relating to Plague “Infected” or “Suspected” Vessels, or Vessels from Plague Infected Ports, arriving in the Port during 1946.

Total Number of such Vessels arriving	Number of such Vessels fumigated by SO ₂	Number of Rats killed	Number of such Vessels fumigated by HCN	Number of Rats killed	Number of such Vessels on which trapping, poisoning, etc., were employed	Number of Rats killed	Number of such Vessels on which measures of Rat Destruction were not carried out
1	2	3	4	5	6	7	8
75	—	—	4	288	38	161	*37

*Vessels showing no evidence of rat infestation, also vessels not visited by Ratcatcher owing to absence through sickness.

Table H.—Deratisation Certificates and Deratisation Exemption Certificates issued during the year.

Net Tonnage	No. of Ships	No. of Deratisation Certificates Issued					No. of Deratisation Exemption Certificates Issued	Total Certificates Issued
		After Fumigation with			After Trapping Poisoning, etc.	Total		
		HCN 3	Sulphur 4	HCN and Sulphur 5				
1	2	3	4	5	6	7	8	9
Ships up to 300 tons	14	—	—	—	—	—	14	14
" from 301 tons to 1,000 tons	29	5	—	—	—	5	24	29
" 1,001 " 3,000 "	26	10	—	—	—	10	16	26
" 3,001 " 10,000 "	80	15	—	—	—	15	65	80
" over 10,000 tons	—	—	—	—	—	—	—	—
Totals	149	30	—	—	—	30	119	149

VESSELS FROM "INFECTED" PORTS.

Results of Visits by Ratcatcher.

Name of Country and Port from which Vessels proceeded to Manchester	Number of Vessels	Rats trapped in Manchester
Africa :		
Lagos (Nigeria)	1	—
Algeria :		
Algiers	1	—
Argentine and Uruguay :		
River Plate Ports	7	132
Egypt :		
Alexandria	30	14
Suez and Port Said }		
Italy :		
Naples and Genoa	8	—
India :		
Calcutta	4	15
Morocco :		
Casablanca and Melilla	13	—
Peru :		
Cabo Blanco and Callao	7	—
Palestine :		
Haifa	4	—

139 rats were caught on two of the vessels from infected ports with valid certificates.

Only 22 rats were caught on the remaining 73 vessels from infected ports, which is partly explained by the cargoes carried (oil, ore, etc.), but is also an indication of the success of the measures adopted in all ports to secure reduction in rat infestation on ships.

The figures in Table H are also significant. Of 149 ships applying for renewal of certificate, it was possible to issue Deratisation Exemption Certificates in 119 instances. Deratisation Certificates were issued in respect of 30 vessels including two which were voluntarily fumigated by the owners.

VI.—HYGIENE OF CREWS' SPACES.

Table J.—Classification of Nuisances.

Nationality	Number inspected during 1946	Defects of original construction	Structural defects through wear and tear	Dirt, vermin and other conditions prejudicial to health	Structural Alterations
British ...	844*	50	369	356	18
Other Nations	365	11	40	88	5

* Does not include flats and barges

OBSERVATIONS OF THE SANITARY INSPECTORS.

One of the bright features of the past year was the issuing of the Supplement to the 1937 "Instructions as to the Survey of Master's and Crew Spaces." This has marked the second big advance since 1923 in the modernising of living quarters on Merchant ships for men of all ranks. We were greatly encouraged when the 1937 Instructions came into force and were pleased to see the changes in accommodation when new ships with quarters built to new standards were put into service. This was a big step in the right direction, but the 1946 Supplement has shewn that even better things are to come. Though only a few ships with the latest standard of accommodation have yet visited this port, I have been greatly impressed by what I have seen on one of these vessels and from plans of new ships that I have been shown. It is hoped that the crews who live in these new quarters will show their appreciation of the work of the various organisations—Government Departments, Trade Unions, Ship-owners and the Association of Port Health Authorities—by caring for these quarters in the manner they deserve.

It would be well for crews to be more often reminded of their responsibilities in this direction and the following clause extracted from the 1946 National Maritime Board Year Book more often enforced for the benefit of all on board :—

Paragraph 4.

The following clause to be inserted in Ships Articles.

(a) Keeping Quarters clean.

“The crew individually and collectively agree to keep their quarters clean and tidy, and in readiness for inspection by the Master or Officer deputed by him. Further, it is agreed that at the time when the crew or any individual member finally leaves the ship at termination of the contract, they shall leave the quarters in a clean and orderly condition, to the satisfaction of the Master (or his authorised deputy). When the crew are ready to leave the ship, they may request the Master (or his authorised deputy) for a certificate that the quarters are clean. For each breach of the foregoing the Master may, at his entire discretion, impose on each member of the crew concerned a fine not exceeding two days' pay.”

If the requirements of this clause were more closely observed we should not be hearing so much about “dirty British ships,” for this bad impression is created by certain crews only who leave their quarters in a dirty and untidy condition when paying off.

There is still need on some British ships to tackle the problem of modernising living accommodation. Instances of splendid work in this direction, on some fairly old and comparatively small ships of other nationalities, have been seen in the Port. Many shipowners in this country are quite willing to make these changes in their pre-1937 ships, but shortage of labour and materials at the present time prevent them.

Another item of interest is recorded in the 1946 Year Book of the National Maritime Board :—

“Crew Accommodation. Supply of Fresh Water.”

“The National Maritime Board in their consideration of the Revised Instructions to Surveyors in respect of new deep sea non-passenger ships of 3,000 gross registered tons and over,

agreed on the 17th January, 1946, that on such ships the fresh water services for the crew shall provide 10 gallons per person per day for all purposes, except for culinary and drinking purposes for which one further gallon shall be provided but from a separate tank which can be readily cleaned."

This marks a big advance over the previous legal issue of three to four quarts per day per person.

W. SCHOFIELD.

Only one vessel constructed to the specifications prescribed in the 1946 Instructions to Surveyors was personally encountered, but the accommodation and amenities provided were equal to those seen on vessels of other nationalities. Two additions to the minimum requirements were the provision of a recreation room for the crew, also a bath with a shower situated over same in addition to a separate shower for members of each department.

The recreation room was situated over the crew sleeping rooms aft, being very commodious and containing four tables with four tubular metal seats to each, settees, library, radio and a selection of games.

Clothes lockers of hard wood together with tables and drawers made quite a "homely" effect in the sleeping rooms.

The galley conformed to the new specifications and it was very pleasing to note this much needed improvement.

The war interrupted the alteration and improvement of accommodation on vessels constructed prior to the 1937 standards, but improvements are now being made to provide better accommodation in older vessels, coasting as well as deep water vessels.

With the advent of the 1946 requirements, improvements to comparatively new existing vessels and a gradual disappearance of the older ones, it is reasonable to assume that a general high standard will surely if slowly be attained.

W. H. JENNINGS.

It is encouraging to note that crew accommodation in vessels built during the last year reaches a high standard. There is no doubt that the modern facilities and conveniences are appreciated by the majority of seamen fortunate enough to enjoy them, as evidenced by the fact that in most cases their quarters are found to be clean and well maintained.

Unfortunately there still remains the dark side of the picture as presented by the accommodation provided on many of the older ships, particularly in the coasting trade. The following remarks apply primarily to coasters of the older type.

One of the most serious problems still requiring attention is seen on those vessels with lower forecastle accommodation. The situation of these forecastles is against them, and they can only be described as dark, dismal holes, usually lighted by oil lamps, or what little natural light passes through the small and ever-leaking portlights. Badly ventilated and heated, these spaces are uncomfortable enough in the best of weather, let alone when a vessel is labouring in heavy winter seas.

Quarters situated more favourably often leave much to be desired, and can only be likened to cheerless iron boxes with just the bare necessities. Officers' accommodation is also poor in far too many ships, and there are plenty of instances where no improvements have been effected for a great number of years. Lack of decent washing facilities for crews, including officers, is frequently met with, and it is not an uncommon sight to see men washing themselves in buckets down stokeholds.

Existing regulations give little or no power to request substantial improvements on such ships, and I personally often leave them with a keen sense of frustration at being able to do so little. Whilst it is appreciated that much has been done to better conditions on new ships, it is felt that not enough attention has been given to bring existing ships into line with the improvements which are possible in many cases.

The seamen of to-day expect good accommodation and amenities as their right, and they naturally are not content with unsatisfactory conditions. The remedy lies in modernising accommodation and some interesting and encouraging examples of what can be done in this direction have been seen in the Port during the year.

Care and Maintenance of Accommodation.

This aspect still presents many difficulties, although in the new type of ship the better accommodation and amenities have resulted in improved care and maintenance. The worst cases at this end of the canal are found on the older coasting vessels, due largely to the nature of the trade engaged in, the continual in-and-out of port, irregular hours, lack of encouragement to crews by reason of poor conditions, and in some instances the crew themselves.

It is suggested that this problem could be greatly overcome if all vessels carried a "Utility" rating whose sole duty, or in the case of small ships, one of whose first duties would be the responsibility of maintaining all accommodation in good order. Greater penalties for delinquents amongst crews would aid masters to play their part and also assist in improving matters.

Canal Boats.

In view of the substantial progress that has been made in Public Health and Housing legislation during the last thirty years, it is a regrettable fact that the living conditions and well-being of canal boat dwellers still depend to a large extent on regulations made as long ago as 1878. Revision of the present regulations is long overdue, particularly in regard to improved sanitary and washing arrangements, better storage of drinking water and greater air space per person. Another point that should be seriously considered is the permission to carry children on boats. Canal boats are not suitable for the bringing up of children, adequate facilities do not exist, and the lack of continuous education of children of school age is a severe handicap in their later lives. Mothers have little opportunity to visit Child Welfare Centres, and are forced to rely on their own meagre resources and knowledge to try and rear healthy children. Recently one mother was asked how often her boy of nine years old had attended school in the last year. Her answer was "four or five times!"

On many of the "wide boats" the tendency nowadays is for the crew to leave the canal boat and return home at the end of each day.

G. E. STANLEY.

Particulars of the defective conditions tabulated in Table J are detailed below.

	British		Foreign
	S.S. and M.V.	Flats and Barges	S.S. and M.V.
DEFECTS OF ORIGINAL CONSTRUCTION.			
Ventilation inefficient or defective ...	3	—	4
Ventilator in forecastle not provided with wind chute ...	23	—	5
No air pipe to W.C. soil pipe ...	6	—	—
Flushing apparatus to W.C. inefficient ...	1	—	—
W.C. flushing arrangements require overhauling ...	2	—	—
Insufficient W.C. accommodation ...	—	—	1
No drainage to wash-house and W.C. ...	1	—	—
Water leakage through forecastle door ...	1	—	—
Water tank not accessible for cleaning ...	—	—	1
Heating insufficient ...	1	—	—
Heating apparatus to be provided ...	1	—	—
Insulation inefficient ...	2	—	—
Clothes lockers not provided ...	1	—	—
Food lockers not provided ...	1	—	—
Quarters deficient in lighting ...	1	1	—
Bare iron deck requires sheathing ...	4	—	—
Bulkhead to be made gas-tight ...	1	—	—
Insufficient seating accommodation ...	1	—	—
DEFECTS DUE TO WEAR AND TEAR.			
Bulkheads defective allowing communication between W.C.'s and quarters ...	21	—	5
Decklights, portlights, etc., broken and defective ...	50	—	4
Flooring, fittings, etc., defective ...	15	—	3
Food lockers require repairing ...	—	—	1
Overhead deck in a leaky condition ...	67	1	9
Forecastles in leaky condition ...	8	1	3
Stoves and stove pipes defective ...	15	—	1
Ventilation inefficient or defective ...	16	—	—
Ventilators requiring chutes fixing ...	6	—	—
Hawsepipes in leaky condition ...	13	—	—
Flushing apparatus defective ...	50	1	5
Flush and soil pipes defective ...	21	—	—
Waste pipes in leaky condition ...	4	—	—
Drainage pipes require renewing ...	2	—	—
Water tank lids require renewing ...	4	—	—

	British		Foreign
	S.S. and M.V.	Flats & Barges	S.S. and M.V.
Water tank broken and defective	7	—	—
W.C. seats require repairing or renewing	18	—	2
Heating apparatus defective	23	—	5
No stove provided	—	1	—
Chain pipes in a defective condition ...	2	—	—
No door to bow locker	1	—	—
W.C. pedestals broken and require re- newing	13	—	2
Doors not weatherproof	5	—	—
Cabin companion requires renewing ...	—	1	—
Iron deck requires sheathing	2	—	—
Water under composition deck	2	—	—
Steering engine in leaky condition ...	1	—	—
Oil leakage from steering engine	1	—	—
Electric light fittings defective	1	—	—
Asbestos sheet behind bogey stove defec- tive	1	—	—
DEFECTS DUE TO DIRT, VERMIN AND OTHER CAUSES.			
Quarters, etc., requiring cleaning	41	—	4
„ etc., requiring painting	45	1	6
„ etc., infested with cockroaches ...	179	—	57
„ etc., infested with bugs	20	—	7
„ etc., infested with weevils, ... ants and silverfish	29	—	6
Water tanks requiring cleaning	7	1	—
W.C.'s requiring cleaning	3	—	2
Washplace requires lime-washing	—	—	1
Lockers require cleaning out	—	—	1
Soil pipe requires clearing	1	—	—
Waste pipes choked	4	—	1
Accumulation of water on or under deck...	2	—	—
Water leakage into room	1	—	—
Scupper to washplace choked	6	—	—
W.C. open to stokehold	1	—	—
Insufficient W.C. accommodation	1	—	—
Ice-box in leaky condition	1	—	—
Soil pipe passing through drinking water tank	2	—	—
No provision for heating during repairs ...	1	—	—
Ship's gear, stores, etc., kept openly in or in communication with quarters ...	2	—	2
Condensed moisture over bunk	1	—	—
Stagnant water in washplace and W.C. ...	7	—	1

	British		Foreign
	S.S. and M.V.	Flats & Barges	S.S. and M.V.
Overcrowding and uncertified accommodation occupied	2	—	—
DEFECTS DUE TO STRUCTURAL ALTERATIONS.			
Ventilator over bunk requires wind chute	5	—	1
Ventilation inefficient or defective ...	2	—	2
No means of ventilation provided ...	—	—	1
Bulkheads defective allowing communication between W.C.'s and quarters ...	2	—	1
Holes in shell plating to be made up ...	1	—	—
Forecastle deficient in lighting	1	—	—
W.C. accommodation deficient in lighting	1	—	—
No proper provision for heating	1	—	—
Iron deck requires sheathing	1	—	—
Overcrowding and uncertified accommodation	2	—	—
Foot gratings required for W.C.	1	—	—

NUMBER OF INDIVIDUAL VESSELS INSPECTED.

Nationality	Individual Number of Vessels Inspected during 1946	Number of Inspections made	Vessels on which defects were found	Defects remedied during the year	Vessels on which defects reported prior to 1946 were remedied
British ...	498	853	316	200	105
Foreign ...	250	365	87	50	30

SALVAGE CAMPAIGN.

Difficulties were again encountered in the collection of salvageable material from ships in docks and only 37 tons of "pig food" was collected during the year compared with 79 tons in 1945 and 119 tons in 1944.

This figure is very disappointing in view of the increased number of vessels arriving in the Port. Lack of uniformity at different ports is thought to be partly responsible for the diminishing interest in the salvage campaign.

In spite of numerous requests for co-operation by your Inspectors and efforts made by the Manchester Ship Canal Co., results have proved very ineffective.

DANGEROUS DRUGS (No. 3) REGULATION, 1923.

No Certificates were issued under these regulations during the year.

PARROTS (PROHIBITION OF IMPORT) REGULATIONS, 1930.

During the year two certificates for the re-exportation of three birds were issued under the above Regulations. All three birds were destroyed on board the vessels.

VERMINOUS QUARTERS.

98 vessels at the Latchford-Eastham end of the Canal and 152 vessels at the Manchester end of the Port were found to be infested. Of these 250 vessels, 190 were British and 60 of Foreign nationality. Vessels infested with vermin comprised of 20·5% of the total inspections (1,218).

Some 17 vessels which made more than one visit to the Port during the year were found on subsequent inspection to be still infested.

229 individual vessels inspected during the year were found to be vermin infested.

Letters were sent to owners of British vessels drawing their attention to the existence of vermin and requesting their co-operation in keeping the quarters in a clean condition and entirely free from vermin. Most of the replies showed a willingness to comply with the Authority's request.

Although the number of verminous vessels shows an increase compared with pre-war years, in many instances the evidence was only slight and infestation was kept down to a minimum. A considerable number of vessels carried a supply of DDT. Cockroach infestation was found to be far more prevalent than infestation by bugs, weevils, ants, and silverfish.

The work of the Sanitary Inspectors at different parts of the Port is indicated by the following statement of the number of vessels inspected and the number found with defects at various places along the Canal.

	Inspected	Number with Defects
Acton Grange	1	—
Astmoor Marsh (Wigg's Works)	5	3
Barton	16	9
Bowaters' Wharf (Ellesmere Port)	27	10
Davyhulme	15	8
Ellesmere Port	98	54
Ince	19	6
Irlam	14	12
Irwell Park Wharf (including Eccles)	27	13
Manchester, Salford and Stretford	559	231
Partington	30	9
Runcorn	106	48
Stanlow Oil Dock and Lay-Bye	175	73
Weaste	16	3
Weston Point	93	28
Widnes	17	9
Totals	1,218	516

Nationalities of the vessels inspected and number found with defects :—

British	853	415
American (U.S.)	34	9
Belgian	2	1
Danish	28	2
Dutch	53	13
Eireann	20	7
Esthonian	1	—
Finnish	2	—
French	21	10
Greek	4	3
Norwegian	70	32
Panamanian	10	6
Polish	1	1
Spanish	1	—
Russian	4	1
Swedish	114	16
Totals	1,218	516

The number of inspections made of British and Foreign vessels and the number found with defects were :—

British	Steamships and Motor Vessels	...	844	410
„	Sailing Vessels	... ..	—	—
„	Flats and Barges	... ..	9	5
Foreign	Steamships and Motor Vessels	...	364	101
„	Sailing Vessels	... ..	1	—
Totals			1,218	516
Revisits			434	
Gross Total of Visits and Re-visits			1,652	

In the Manchester Section there was an increase of 60 inspections from the previous year, and in the Runcorn Section there was an increase of 63.

FOOD INSPECTION. LIST OF FOOD IMPORTS.

Imports				From Foreign Ports	From Coastwise Ports
Grain, Cereals, etc.—					
Wheat	...	...	...	180,750 tons 312,000 bushels	1,996 tons
Maize	...	...	...	1,072 tons	
Rice	...	...	...	42,467 bags	
Flour	...	...	...	982,431 sacks	
Semolina	...	...	...		1,435 packages
Rolled Oats	...	...	...		40 bags
Oatmeal	...	...	...		46 bags
Sago Flour	...	...	...		10 sacks
Macaroni	...	...	...		870 cartons
Soya Grit	...	...	...		110 bags
Flour Improver	...	...	...	40 bags	
Fruit, etc.—					
Apples	...	...	...	171,182 packages	24,980 packages
Grapes	...	...	...	4,912 cases 2,306 barrels	
Grapefruit	...	...	...	51,000 cases	
Oranges	...	...	...	233,316 cases	
Pears	...	...	...	6,293 packages	
Fruit Pulp	...	...	...	33,267 cases	2,170 casks
Fruit Oil	...	...	...	752 cases	
Orange Juice	...	...	...	9,538 packages	
Dried Fruits	...	...	...	37,819 cases	
Vegetables—					
Fresh Vegetables	...	...	...	131,899 packages	59 bags
Dehydrated Vegetables	...	...	...	17,073 packages	
Vegetables in Brine	...	...	...	327 casks	
Fish—					
Salted Fish	...	...	...		1,292 packages

Imports				From Foreign Ports	From Coastwise Ports
Dairy Produce—					
Cheese	...	...	...	250,281 boxes	
Eggs	...	...	...	174,023 cases	16,042 cases
Dried Eggs	...	...	...	80,992 packages	
Milk Powder...	...	...	...	20,249 packages	
Meat, etc.—					
Beef ((frozen)	...	...	...	30,263 quarters 4,504 boxes 4,971 bales	
Pork Sundries (frozen)	...	...	...	22,281 packages	30 packages
Lamb (frozen)	...	...	...	1,717 carcasses	
Mutton (frozen)	...	...	...	3,334 carcasses	
Ox Tails (frozen)	...	...	...	198 boxes	
Poultry (frozen)	...	...	...	24,760 boxes	
Sausage Casings	...	...	...	46 casks	44 packages
Sausage Meal	...	...	...		6 packages
Bacon and Hams	...	...	...	37,238 packages	
Meat Extract	...	...	...	1,901 cases	
Lard	...	...	...	8,548 cartons 15,800 cases	
Edible Oils and Fats	...	...	...	520 cases	10 cartons
Sugar, etc.—					
Honey	...	...	...	315 drums	
Syrup	...	...	...		60 cases
Miscellaneous—					
Cocoa Beans	...	...	...	84,545 bags	5,835 tons
Coffee Beans...	...	...	...	24,100 bags	
Coffee Essence	...	...	...		81,749 packages
Jelly Powder...	...	...	...	605 cases	
Malt	...	...	...	438 packages	
Palm Kernels	...	...	...	16,474 bags	
Peppermint Oil	...	...	...	30 drums	
Piccalilli	...	...	...		3,850 packages
Soup Powder	...	...	...		68 cartons
Tea	...	...	...	144,563 cases	13,891 cases
Canned Goods—					
Fish	...	...	...	123,028 cases	
Fruit	...	...	...	89,194 cases	
Jams	...	...	...		115,927 cartons
Meats	...	...	...	441,853 cases	1,003 cases
Meat and Vegetable Rations	...	...	...		868 packages
Malted Milk	...	...	...	9,972 packages	
Milk	...	...	...	442,076 packages	
Puddings	...	...	...		4,295 packages
Soups	...	...	...		83,076 packages
Tomato Paste	...	...	...	25,000 cases	
Vegetables	...	...	...	32,409 packages	9,609 packages

INSPECTION OF FOOD AT THE PORT.

Action taken under the Public Health (Imported Food) Regulations, 1937, the Public Health (Imported Milk) Regulation, 1926, and the Public Health (Preservatives, etc., in Food) Regulations, 1925 to 1940, continued as in previous years.

No samples were submitted to the Manchester City Analyst or the University of Manchester Department of Bacteriology and Preventive Medicine.

The work of food inspection has been mainly of a routine character, and the amount of food imported is indicated on pages 26 and 27.

The great bulk of food condemned consisted of grain, and unsound grain was used for conversion into animal foods. The only other condemnation of any size was that of 1,000 bags of flour, which was damaged by canal water owing to the barge in which it was being carried becoming holed during the floods in September. This was utilised for manufacture of sizing flour and animal foodstuffs.

The activities of the food inspectors were always directed to the necessity of preventing unnecessary loss of food, and there was the usual harmonious working with the officials of the Ministry of Food Departments concerned with various commodities. In two instances the R.A.S.C. applied for certification of unsoundness of returned Army stores.

The attention of the Sanitary Inspectors was drawn to any evidence of rat damage to food and the ships concerned received special attention.

There were regular arrivals of frozen meat, consisting of beef, mutton and offal from Canada, throughout the year, also a considerable amount of frozen poultry. The condition was excellent in all cases. A large amount of fresh and dried Canadian eggs also arrived in sound condition.

The import of fresh fruits and vegetables was increased, the condition being generally good.

The list of Food Imports shows considerable traffic from coastwise ports, and a noticeable quantity of Irish packed canned soups and vegetables arrived, mainly from Belfast. Another import from this source was fruit pulp in casks.

RESULTS OF INSPECTION.

Amounts of Food Imports which have been condemned during the year.

Seizures on the Various Dock Quays.

Articles	Weight			
	T.	c.	q.	lbs.
Grain, Cereals, etc.—				
Wheat	271	6	1	22
Flour	63	0	2	24
Sago Flour...		10	0	0

Fruit and Vegetables—

Oranges	...	...	...	...	...	...	3	18	0	0
Apple Pulp	...	...	...	...	...	...		4	1	0
Tomatoes	...	...	...	...	...	...		5	3	0
Onions	...	...	...	...	...	...	2	18	0	0

Canned Goods—

Milk	...	...	...	...	...	...	3	14	1	22
Tomatoes	...	...	...	...	...	...		7	3	3
Fruits	...	...	...	...	...	...		6	3	1
Vegetables	...	...	...	...	...	...		3	0	18
Meats	...	...	...	...	...	...		2	1	1
Jam	...	...	...	...	...	...				18
Cheese	...	...	...	...	...	...				10

Miscellaneous—

Meat (frozen)	...	...	...	...	...	...			2	9
Cheese	...	...	...	...	...	...				21
Custard Powder	...	...	...	...	...	...				6
Jelly Powder	...	...	...	...	...	...				1 $\frac{3}{4}$

Total ... 346 18 2 16 $\frac{3}{4}$

In addition, the following articles were voluntarily surrendered for destruction :—

							T.	c.	q.	lbs.
Canned Milk		9	3	26
Mutton			2	4
Sugar				25
Black Puddings				1 $\frac{1}{2}$
Sausage				1 $\frac{3}{4}$
Total								10	3	1 $\frac{1}{4}$

Gross Total 347 9 1 18

Over 96 per cent. of the food condemned was utilised for animal food or commercial purposes.

REPORT ON THE ADMINISTRATION OF THE PUBLIC HEALTH ACT, 1936 (PART X).

For the Year ended 31st December, 1946.

(1) The following Inspectors have been appointed by the Authority to carry out the provision of the Canal Boat Regulations and Public Health Act, 1936 (Part X) :—

W. Schofield,	}	for Section A (Manchester to Latchford).
W. H. Jennings,		
W. Richmond,	}	for Section B (Latchford to Eastham).
G. E. Stanley,		

No Inspector devotes his whole time to the duties of canal boat inspection. For the purposes of administration, the Port is divided into two sections, viz., from Eastham to Latchford, including Widnes and Warrington, with headquarters at Runcorn, and from Latchford to Manchester, with headquarters at Manchester. Each section is under the control of an Inspector, who is directly and solely responsible to the Medical Officer of Health for the proper supervision of his district.

A motor launch is in daily use on the lower reaches of the canal, and this enables the Inspector to keep under constant supervision canal boats in addition to Merchant Shipping at the Latchford-Eastham section of the Port.

(2) During the year there has been an increase of 32 inspections compared with those of the previous year. On the Runcorn section of the Canal 449 inspections were made, and on the Manchester section 185 inspections.

Individual No. of Canal Boats inspected during 1946	No. of Inspections made	Average No. of Inspections per boat	Individual No. of boats defective	Percentage defective to number of individual boats	Number of defective boats reported remedied
303	634	2.09	141	46.53%	66

INSPECTION OF CANAL BOATS.

Year	Number of Inspections	Number of Complaint Notes Served.	Percentage Defective
1946	634	154	24.29
1945	602	162	26.91

Due to lack of materials and shortage of labour, Canal Boat Owners have not always been able to comply with Complaint Notes within the specified time limit. Allowance has been made for these difficulties, and apart from isolated cases it is felt that Owners have endeavoured to carry out repairs as soon as opportunity presented itself. The efforts of a Wolverhampton Company to maintain their canal boats in a satisfactory condition has been particularly gratifying.

(3) The following is a summary of the defective conditions and contraventions of the Canal Boats Regulations found during the year :—

(a) Registration.					
Registration incorrect	...	...	...	...	0
(b) Notification of Change of Master	...	...	...	...	0
(c) Certificates.					
Registration certificate not produced	...	...	...	...	23
Registration certificate dilapidated	...	...	...	...	6

(d)	Marking.								
	No marks	...	...	...	...	...	...	...	8
	Marking indistinct or incorrect				...	...	...	...	20
(e)	Overcrowding	...	...	...	...	...	...	...	4
(f)	Separation of Sexes (want of)	...	...	...	...	...	...	...	1
(g)	Cleanliness and Repairs.								
	Cleansing of cabins required	...	...	...	...	...	...	...	4
	Cabins, etc., dilapidated and repairs required				...	...	...	...	66
	Miscellaneous leakages into cabins, etc.				...	...	...	...	2
	Bulkheads defective allowing communication with holds and engine room	...	...	...	...	...	...	...	11
	Defective Stove Pipes, etc.	...	...	...	...	...	...	...	19
	Food Lockers require repairing				...	...	...	...	8
	Infested with vermin	...	...	...	...	...	...	...	2
	Defective fitting in cabin	...	...	...	...	...	...	...	19
(h)	Ventilation and Lighting.								
	Ventilation inefficient and ventilators defective						...	...	10
	Insufficient lighting	...	...	...	...	...	...	...	0
(i)	Painting.								
	Cabins, lockers, berths, etc., requiring painting						...	...	56
(j)	Provision of Water Cask.								
	No water vessel or vessel not of sufficient capacity	...	...	...	...	...	...	...	3
	Water casks decayed and water vessels requiring repairs or renewing	...	...	...	...	...	...	...	21
	Water vessels in a tainted condition	...	...	...	...	...	...	...	0
(k)	Removal of Bilge Water.								
	Bilge Pumps absent	...	...	...	...	...	...	...	1
	Bilge Pumps defective	...	...	...	...	...	...	...	3
	Bilges requiring cleansing	...	...	...	...	...	...	...	1
(l)	Notification of Infectious Disease				...	...	...	...	0
(m)	Admittance of Inspector	...	...	...	...	...	...	...	0
(n)	Entrance to Bed-berth placed under cabin scuttle						...	...	0
Total									288

(4) The usual steps have been taken to secure compliance with the Acts. In all cases complaint notes have been promptly served upon the owners. No legal proceedings have been necessary to obtain the remedy of defects.

(5) No cases of Infectious Disease have been notified on canal boats during the year.

(6) No boats have been detained for cleansing or disinfection.

(7) The Authority is not a Registration Authority.

STATUTORY NOTICES.

During the year two statutory notices under the provisions of the Public Health Act, 1936, were served on the owners of two Canal Boats in respect of the defective conditions found. Attention had previously been drawn to the defects named, but without result.

Vessel	Defects	Remarks
Canal Boat " A "	Very leaky condition of Fore cabin causing same to be unfit for human habitation ; leaky condition of deck over After cabin ; damaged grain in bilges causing a very offensive smell in cabins ; Registration Certificate not on the boat. 1-6-46.	Damaged grain removed and Registration Certificate on board. 27-11-46. Owners being pressed to remedy other defects.
Canal Boat " B "	Registration Certificate not on board ; Registration not marked on the boat ; After cabin requiring painting. 5-7-46.	Certificate on board and After cabin painted. 29-11-46.



